

## United States Patent and Trademark Office



APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/081,601	02/20/2002	David B. Dwyer	H0003041	9622
128	7590 01/21/2003			
HONEYWELL INTERNATIONAL INC.			EXAMINER	
101 COLUMB P O BOX 2245		SWARTHOUT, BRENT		
MORRISTOWN, NJ 07962-2245			ART UNIT	PAPER NUMBER
			ARTONII	FAFER NUMBER
			2632	2-
			DATE MAILED: 01/21/2003	

Please find below and/or attached an Office communication concerning this application or proceeding.

PTO-90C (Rev. 07-01)

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		Application No.	Applicant(s)				
Office Action Summary		10/081,601	Dwyeretal.				
	-	Examiner	Art Unit				
	TI MANUALO DATE CALL	Brent A Swarthout	2632				
Period fo	The MAILING DATE of this communication appears on the cover sheet with the correspondence address Period for Reply						
A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE							
1)	Responsive to communication(s) filed on	·					
2a)□	This action is <b>FINAL</b> 2b) ☑ Thi	s action is non-final.					
3)	Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under <i>Ex parte Quayle</i> , 1935 C.D. 11, 453 O.G. 213.						
Dispositi	or of Claims	•					
4) 12	Claim(s) $\frac{l-20}{l}$ is/are pending in the application	on.					
4a) Of the above claim(s) is/are withdrawn from consideration.							
5) Claim(s) is/are allowed.							
	5) Claim(s) is/are allowed. 6) Claim(s) is/are rejected.						
7) 🛂	Claim(s) 12 is/are objected to.						
8) 🗌	Claims are subject to restriction and/or	election requirement.	:				
Applicati	on Papers						
9)[	The specification is objected to by the Examine	er.					
10)	The drawing(s) filed on is/are objected t	o by the Examiner.					
11)	11) The proposed drawing correction filed on is: a) approved b) disapproved.						
12) The oath or declaration is objected to by the Examiner.							
Priority under 35 U.S.C. § 119							
13) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. \$ 119(a)-(d) or (f).							
a) All b) Some * c) None of:							
	1. Certified copies of the priority documents have been received.						
	2. Certified copies of the priority documents have been received in Application No						
* 0	Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).  * See the attached detailed Office action for a list of the certified copies not received.						
14) Acknowledgement is made of a claim for domestic priority under 35 U.S.C. § 119(e).							
The Transferred Control of a state for a state for a state of a st							
Attachment(s)							
16) 🔲 Not	ice of References Cited (PTO-892) ice of Draftsperson's Patent Drawing Review (PTO-948) rmation Disclosure Statement(s) (PTO-1449) Paper No(s)	19) 🔲 Notice of Informa	ry (PTO-413) Paper No(s) I Patent Application (PTO-152)				

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OK

- 1. Claim 12 is objected to under 37 CFR 1.75(c), as being of improper dependent form for failing to further limit the subject matter of a previous claim. Applicant is required to cancel the claim(s), or amend the claim(s) to place the claim(s) in proper dependent form, or rewrite the claim(s) in independent form. Claim 12 contains the exact language as claim 8 from which it depends.
- 2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:
  - (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

Claims 1-6, 13-14 and 17-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over Frederick (276).

Frederick discloses an aircraft display system comprising a display screen (Fig. 2), terrain data base input 94, weather data input (col. 7, lines 10-26), wherein weather data is displayed on 2-D on screen portion 212 (Fig. 3) and terrain is displayed on 3-D on screen portion 204/222.

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Choosing to use a single data input stream would have been obvious to one of ordinary skill in the art, in order to simplify graphics processing, merely depending on what particular type of processor with given inputs was utilized.

Regarding claims 2-5, Frederick discloses out window display 204 with terrain relative to altitude, and juxtaposition of weather and terrain data displays (Fig. 2) to allow rapid recognition of data.

Regarding claim 14, Frederick teaches use of colors to indicate terrain height with respect to aircraft altitude (col. 8, lines 5-22).

3. Claims 7-11 are rejected under 35 U.S.C. 103(a) as being unpatentable over Frederick (276) in view of Wichgers et al.

Wichgers teaches desirability in a terrain display system of sensing velocity in order to correctly display aircraft icon 36 with respect to surrounding terrain (Fig. 3; col. 4, line 65).

It would have been obvious to sense velocity, in addition to already sensed position, heading and terrain data (col. 7, lines 9-42) in a system as disclosed by Frederick, in order to more accurately display aircraft position with respect to surrounding weather and terrain.

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4. Claim 15 is rejected under 35 U.S.C. 103(a) as being unpatentable over Frederick (276) in view of Frederick (987).

Frederick (987) discloses desirability of using colors to indicate severity of weather conditions (col. 1, lines 15-25).

It would have been obvious to use colors to indicate weather severity in a system as disclosed by Frederick (276), in order that a pilot would have been able to easily determine which weather areas to avoid.

5. Claim 16 is rejected under 35 U.S.C. 103(a) as being unpatentable over Frederick (276) in view of Block.

Frederick teaches desirability of indicating when terrain is above aircraft altitude by special markings or flashing a color (col. 8), except for specifically stating that colors are also used to indicate when an aircraft is safe from terrain and approaching terrain.

Block teaches desirability of using red, yellow and green colors to indicate if an aircraft is safely above an obstacle, nearing an obstacle, or at an altitude that could strike the obstacle.

It would have been obvious to use three colors to indicate degree of closeness to terrain for a pilot using the display system as disclosed by Frederick, in order to allow a pilot to

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recognize when an aircraft was safe and also when it was approaching dangerously close to terrain.

- 6. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Michaelson, Frederick, Smith and Kershner disclose terrain display devices.
- 7. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Brent Swarthout whose telephone number is (703) 305-4383. The examiner can normally be reached on M-F from 6:30am to 4:00pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Daniel Wu, can be reached on (703) 308-6730. The fax phone number for the organization where this application or proceeding is assigned is (703) 872-9314.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is (703) 305-4700.

Brent Sucurlioned

PRIMARY EXAMINER

BS/ayc

January 14, 2003